

## NEWS OF THE WATERFRONT

Captains Serving  
In Place of  
Mates.MANY STEAMERS  
STILL TIED UPGuardian of Scow Does Hula Kui  
in Honor of the Tug  
Eleu.

THE strike of the mates of the Inter-Island Steam Navigation Company and Wilder's Steamship Company, of which an exclusive account appeared in yesterday's Advertiser, is seriously affecting the business of the two companies.

At the present time all the mates of the Inter-Island Company, with the exception of three, are out and are evidently determined to stay out until their demands are gratified.

The majority of the mates of Wilder's company are also out on a strike, but the latter company is not experiencing the same trouble in getting its vessels to sea as is the Inter-Island company.

Many Hawaiians who hold licenses for just such emergencies have taken the places of many of the strikers of Wilder's company.

The Kinai, the officers of which were not affected by the strike to any extent, went out all right for Hilo and way ports yesterday afternoon. The Claudine got away for Kahului and way ports in the evening with a full complement of officers, although one of her men holds papers that do not cover the vessel in which he is serving.

The steamer Mauna Loa of the Inter-Island line was scheduled to leave yesterday morning at 10 o'clock but it was almost 1 o'clock in the afternoon before she got away on her regular run for Lahaina, Maalaea, Kona and Kau ports.

It was found impossible to secure mates to take her out on schedule time. President Ena thought that the places of the striking mates could be filled by men who were experienced, whether they had licenses or not.

The strikers, whose agents were very much alive on the waterfront all day yesterday, got wind of the fact that the steamer Mauna Loa was going to be sent out on her run without regularly licensed men as mates and one of them, one of the most energetic workers in the cause of the strikers, went immediately to the custom house and notified the customs authorities of the fact.

The result was that the Inter-Island company was warned by the customs authorities that it would not be the regular thing to let the Mauna Loa go to sea without licensed men as mates.

Then it was that the second and third mates of the Mauna Loa were summoned to the office of President Ena of the Inter-Island company and, according to the strikers, were offered the wages of Coast mates if they would take the Mauna Loa out. The men inquired as to whether all of the mates of the company were to receive the increase in wages which the company contemplated giving the two men. The answer was that the offer was meant for them only and that the rest of the mates were not included. Thereupon the two men refused to go out on the Mauna Loa.

After this there was considerable hustling to get men to take the places of the strikers aboard the steamer. The first mate of the steamer still staid by her. Finally the Mauna Loa got away with the first mate of the W. G. Hall acting as second mate and the captain of a little Island schooner, one of Wilder's boats, acting as third mate.

The Walaalele got away with the captain of the steamers James Makee and Ke Au Hou acting as first and second mates.

The Hanaie started to leave port with two captains of other Inter-Island boats acting as first and second officers. Captain Pederson was in command. Scarcely had the Hanaie left the wharf, however, than her machinery broke down and she was compelled to get out a line and pull back to the wharf.

The accident to the machinery was nothing serious but was enough to render it necessary for the vessel to stay in port until some time today.

There were several passengers on the Hanaie. They were very much disappointed at not being able to get away. The steamer W. G. Hall left port with the captain of the Nihau acting as first officer and a "scab" as second.

The steamer Lehua of Wilder's company sailed for Molokai and is a mystery to the strikers as far as those acting as mates aboard of her are concerned.

The presidents of the two local steamboat companies say that they will entertain no proposition of the strikers. They have sent to the Coast for men. By the steamer China yesterday an order went to San Francisco for a number of licensed first, second and third mates. The strikers anticipated this move on the part of the companies, however, and a couple of weeks ago communicated with the Harbor Association of Masters and Mates in San Francisco, acquainting them with the condition of affairs in these islands.

The strikers are confident that the Harbor Association will not permit any mates to come to Honolulu to take the place of the strikers.

One of the strikers yesterday, learning that the second mate of the steamer Claudine held papers for only 750 gross tons and that the gross tonnage of the Claudine was 840, went to the collector of the port and acquainted him with the fact. Nothing was done in

A. J. CLAPHAM,  
PURSER

Purser A. J. Clapham, formerly of the Inter-Island Steam Navigation Company's small little boat Iwalei, has been promoted and is now keeper of the keys, treasure and books of the company's spick and span, large, new vessel Hanaie.

Clapham won his promotion through hard work and absolute reliability. His many friends on the waterfront and elsewhere will be happy to learn of his advancement.

Although Clapham is one of the youngest of the pursers of the local boats, he has proved himself an efficient business man and one who can be trusted. He is a very popular fellow and besides being a good sailor and a competent purser, is an artist of no mean ability and can honestly lay claim to some literary talent.

If the Hanaie had gone to sea last night as was expected, it would have been Clapham's first trip as purser aboard that vessel. She was held back, however, on account of a slight accident to her machinery.

The matter, however, and the Claudine got away on her regular run with one of her officers holding papers which did not cover the vessel in which he served. The strikers who informed the custom house of the Claudine case was the same man who acquainted the department with the contemplated sending out of the Mauna Loa without licensed men. It is said that the idea of the Inter-Island company was to get men who could act as mates aboard the Mauna Loa, although they had no licenses, and pay the fine which would be imposed for the infringement of the customs regulations.

Vessels now tied up on account of the strike are the Ke Au Hou, the James Makee, the Mikahala, the Iwalei and the Nihau.

The strikers, about forty-two in number, were together on the waterfront nearly all day yesterday and were discussing the situation. They feel hopeful and are of the opinion that they will still win their case. The most earnest of them were paying particular attention to what was going on in the way of getting men to take the place of themselves and they also kept the custom house informed of any moves which, in their opinion, were irregular.

A particularly active striker called on the collector of the port yesterday. The interview was not a very pleasant one, according to the striker himself. He says that the collector informed him that he was not in sympathy with the strikers. The striker went to make complaint of the second mate of the Claudine not having papers which covered his vessel. The collector told him to put his communication in writing.

This the striker did. The strikers are drawing the attention of the collector to any cases of men without licenses holding positions on the local steamboats, as they believe in this way their cause will be materially strengthened.

## Hula Kuided for Eleu

The guardian of the scow which was left to shift for itself by the tug Eleu while the tug went after the bark Sonoma the other day, objects to the account of the affair published in yesterday's Advertiser. The following is the way he would like to have the facts:

Editor Advertiser:—In your waterfront news of yesterday's issue you give a very sensational vein to the tug Eleu's movements, to-wit: she took garbage barges out and, just outside of the harbor, left them to the mercy of the elements, then deliberately scooted southward for all she was worth.

As I was in charge of the scow (not garbage barge as you reported) I am in a position to say emphatically it is a downright falsehood. The facts are as follows: In the morning the tug Eleu was ordered by Mr. W. H. Jarrett to tow a scow to the spar buoy (now used for mooring purposes). When the scow was towed out there the Eleu left it secured with the men who were to work there. She was about to go back into the harbor and wait for a signal from the scow before she took her in, when she sighted a sail to the southward. She went after her and brought her in to port.

The signal now being up on the scow, she went out again and brought it in. This was about 2 p. m.

She then hooked on to the garbage scows and towed them out to sea, discharged their contents and then took them back to their moorings.

Then you say again that the men who were left in the scows (I would again say here, only one scow, if you please), outside of the harbor when the Eleu forsook her regular duty to steal a march on the Fearless, the property of a private concern, were mighty mad when they found out they had been

Mariposa-S. F.	May 8
Nippon Maru-Yokohama	May 13
Aorangi-Colonies	May 11
Sierra-Colonies	May 14
Sonoma-S. F.	May 14
America Maru-S. F.	May 14
Peru-Yokohama	May 18
City of Peking-S. F.	May 21
Gaelic-S. F.	May 28
Coptic-Yokohama	May 28
Mariposa-S. F.	May 29
Sonoma-Colonies	June 4
Ventura-S. F.	June 4
America Maru-Yokohama	June 5
Miowera-Victoria	June 5
Fongkong Maru-S. F.	June 7
Moana-Colonies	June 8
City of Peking-Yokohama	June 13
China-S. F.	June 15
Mariposa-S. F.	June 19
Gaelic-Yokohama	June 21
Doric-S. F.	June 22
Sierra-Colonies	June 25
Ventura-S. F.	June 25
Hongkong Maru-Yokohama	June 25

N. B.—A United States Army transport may be expected from San Francisco on the 9th and 24th of each month, en route to Manila, unless route is changed by the War Department.

The transport Hancock got away for Manila yesterday evening.

The City of Peking sailed for the Orient yesterday at 5 p. m.

The China sailed for San Francisco last evening about 6 o'clock.

The Ventura is expected from the Colonies this morning. She is a day late.

Flags in the harbor and at the Naval Station were at half-mast all day yesterday in honor of the memory of Benjamin Harrison. A gun was fired at half-hour intervals during the day.

Many of our patrons say what is the use of advertising

— "ARABIC" —

as every one who has had it put on their iron roofs will advertise it for you. This is true; but we believe, when we have a good thing, in letting everybody know it, particularly when it gives them comfort. Then when the summer heat is troublesome, they will know there is a remedy—"ARABIC" is the cure, at a small cost, and guaranteed by

CALIFORNIA FEED CO., LTD.,

Sole Agents for United States and its Possessions.

## Ship Chandlery!

A COMPLETE LINE OF  
Ship Supplies.WILDER'S STEAMSHIP CO.,  
No. 26 Queen Street, Opposite Boat Landing.

TELEPHONE 304.

JOHN A. ROEBLING'S SONS  
& CO.

Galvanized wire hoisting rope

chute landing cables and

steam plough cables.

TUBBS' CORDAGE COMPANY.

HARTMANN'S RATIEN'S

Paint for iron ships.

WOOLSEY'S AND TARR

AND WILSON'S copper

paint for wooden vessels.

BOSTON &amp; LOCKPORT

BLOCK CO. pulley blocks

## Slash AND Slaughter!

Sterlings . . . \$40  
Iver Johnsons \$30 and \$25

CHEAPEST IN TOWN

## Pacific Cycle &amp; Mfg. Co.

1026 FORT STREET.

Crepe, Silk, Champoray,  
Woolen Pajamas.  
Crepe, Linen Golf Shirts.AT  
ASADA & CO.

No. 141 Hotel Street.

RESIDENCE PROPERTY  
FOR SALE

Property situate on Judd street, formerly occupied by J. Emmeluth, containing an area of 6.65 a-res and having 687.3 feet frontage on said street.

Property situate on the corner of Judd and Liliha streets, formerly occupied by the undersigned, containing an area of 1.42 acres and having 153 feet frontage on Judd street and 380 feet frontage on Liliha street.

5814 ALFRED W. CARTER.

NOTICE OF INTENTION TO FORECLOSE, AND OF SALE BY ASSIGNEE, OF MORTGAGE.

In accordance with and by virtue of a power of sale and other provisions contained in a certain mortgage deed dated the 24th day of April, A. D. 1897, from Gustav A. Maurer to Victoria Ward, recorded in the Registry of Deeds in Honolulu, Oahu, Territory of Hawaii, in book 170, on pages 200 and 201, and by said Victoria Ward duly assigned to E. H. Wodehouse, of said Honolulu, by assignment dated the 20th day of February, A. D. 1901, and recorded in said Registry of Deeds in book 170, page 201.

Notice is hereby given that the undersigned, E. H. Wodehouse, present assignee and holder of said mortgage, intends to foreclose the same for condition broken, to wit, non-payment of principal and interest and promissory note secured by said mortgage when due.

Notice is hereby also given that all and singular the lands, tenements and hereditaments in said mortgage contained and described, will be sold at public auction at the auction rooms of James P. Morgan in said Honolulu on Monday, the 15th day of April, A. D. 1901, at 12 o'clock noon of said day.

Terms—Cash. Deeds at expense of purchaser.

The premises covered by said mortgage consist of all that place and parcel of land situate on Nuuanu street in said Honolulu, comprising an area of 41-100 of an acre, and described in Royal Patent (grant) No. 4005, to said Gustav A. Maurer.

For further particulars apply to E. A. Mott-Smith, attorney for the undersigned.

Dated Honolulu, March 11, 1901.

E. H. WODEHOUSE,

Assignee of Mortgage.

5804

MISS N. F. HAWLEY

NEW TRIMMED HATS.

Millinery Novelties

NOW DISPLAYED AT

210-211 Boston Building, over May &amp; Co., Fort Street.

WING LUNG CO.

GROCERS

FRESH FRUITS ON HAND AT ALL TIMES.

King Street, corner Alakea.

OFFICES FOR RENT,

THE UNDERSIGNED OFFERS

offices for rent in the MCINTYRE BUILDING, now being erected at corner of Fort and King streets, this city. Apply to

E. F. BISHOP,

At C. Brewer &amp; Co's, Queen St.

## NOTICE.

MR. D. L. AUSTIN, BEING NO longer in our employ, his authority for receipt for moneys on our account as heretofore published, is hereby revoked.

W. W. DIMOND &amp; CO., LTD.

5820

## PROFESSIONAL CARDS.

ATTORNEYS.  
BUCKET-King and Bethel  
Main St.; P. O. box 786.

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